

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the NEWS OF THE FAR EAST
given in the HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

THE
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 FOR 1906.
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No. 14,998. 第八十九百九十四萬一第 日五十月四年二十三緒光 HONGKONG, TUESDAY, MAY 8TH, 1906. 二拜禮 戊八月五年六零百九千一英港香 PRICE, \$3 PER MONTH.



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Hongkong, 1st October, 1905. [n271]

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This Date, the MANAGER of this Company
will be Mr. E. D. K. HUNT, Member of the
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Hongkong, 3rd May, 1906. [n1008]

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THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
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SHEWAN, TOMES & CO.,
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Hongkong, 30th June, 1906. [n1567]

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COMPANY, LIMITED

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Hongkong, 1st January, 1904. [n29]

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Hongkong, 23rd April, 1906.

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Hongkong, 5th May, 1906.

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CHUN SENG.

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Hongkong, 27th May, 1906.

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Stop drinking rank Smoky Stuff, because "it comes through the SODA."

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NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to "The Editor". Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be accepted. Orders for extra copies of "The Press" should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies. Cash Telegraphic Address: "Press", Order A.B.C. 656 Hk. P.O. Box 18. Telephone No. 12.

DEATH.
On April 27th, at Newchwang, HENRY STEVENS LAWRENCE, aged 16 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.
HONGKONG, MAY 8TH, 1906.

NEWCHWANG being the most northerly port open to foreign trade, and a sort of main gate to Manchuria, upon the commercial possibilities of which the world's attention is focussed, the annual report of Mr. C. G. CLARKE, Commissioner of Customs, claims special interest. Dated on February 3rd of this year, it appears as the leading contribution to the first volume of the I.M.C. trade returns for 1905, dealing with the northern ports only, Newchwang to Kiu-chow. Incidentally it may be noticed that these yellow books are henceforth to number five, including the one just received; the others deal with the Yangtze ports (Chung-king to Chinkiang), the Central ports (Shanghai to Wenchow), the South Coast ports (Santung to Pakku) and the Frontier ports (Lungkow to Yatung). This is a more convenient arrangement; and renders unnecessary the fascicles hitherto devoted to each port. Mr. CLARKE's report gives a vivid idea of the way in which war overran Manchuria, and affected its trade. The ground was thrice in the one year covered by an army, the Russians in advance and retreat, and the Japanese pursuing. Two-thirds of the damage done might fairly be credited to the Russians, but probably there was very little left to damage by the time the Japanese arrived. The extent, it appears, cannot be measured; but there was "much loss of life [non-combatant life, be it understood], disease, destruction of houses and crops, loss of cattle, and loss of the means of living". Granted that both sides were as careful and considerate as has been claimed for them, "misery and ruin came

to thousands in no way concerned in the war", and the COMMISSIONER accepts this as inevitable. It could not be helped. Twenty thousand deaths and seventy million taels worth of damage had been mentioned as an estimate, which, however inaccurate, indicates that the disturbance of normal conditions must have been on a big scale. It was the poorer people who suffered most—those who "having lost their little, lost their all". The idea that the population benefited a great deal by the presence of troops paying for what they wanted, supplies, labour, transport, &c., has to be modified. Such payments could not be sufficient in any case to compensate for all damage, and as a matter of fact, the payments were made in paper not readily redeemable. "So far", we are told, "there have never been proper facilities for the redemption in silver of the trouble and war notes at places reasonably convenient to the holders for presentation. Even at Newchwang they have been constantly at a discount, and large amounts of those issued in the interior have been bought up at a still greater discount." This, it will be noted, does not confirm the report that the authorities responsible for the issue of this paper currency have been imposing a discount. The war was at an end in time to allow the usual spring sowing, and good harvests were reaped, but the transport facilities being still in military hands, Newchwang saw little of this produce. Imports were accumulating also, against the expected arrival of produce, and then an unfortunate thing happened which may (though the COMMISSIONER does not suggest this) to some extent account for the report that our Japanese allies have been interfering with the "open door". Just as means were becoming available for the carriage of trade, September-October, some cases of plague occurred at Newchwang; and the Japanese Military Administration, afraid of infection reaching the troops, prohibited boats and carts from going inland, and the up-country boats loaded with beans, &c., would not come down at the risk of being unable to leave Newchwang in time to get back while the river was still open". There was no epidemic, and the prohibition was removed in November, but it was then too late. Ice had already appeared. This accounted for the crowded godowns at Newchwang, which in turn probably accounted for the mistrust that found expression in Parliament. Taking into account all these drawbacks, and the greater number and boldness of robbers, the trade of Manchuria was such as to afford "ample justification for the belief that in time of peace Manchurian trade will flourish".

"It is customary to take the year 1899, the last year when trade was wholly free to follow its normal course, as the standard with which to compare other years. In 1899 the value of Foreign Imports, excluding Opium, was Hk.Ts. 21,000,000; in 1905, Hk.Ts. 31,000,000. The value of Native Imports in 1899 was Hk.Ts. 6,000,000; in 1905, Hk.Ts. 18,700,000. The value of Exports in 1899 was Hk.Ts. 29,000,000; in 1905, Hk.Ts. 12,000,000. Allowing somewhat for over-importation in 1905, these figures warrant the expectations which have been formed of the future. If so much may be done in a year of disturbance, what may not be done in years of peace?"

The question is answered by subsequent speculations, touching the resources of the province, the reforms that must come, and the people who will influence them. Japan has every chance of taking the lead, but the Chinese themselves must not be ignored. The Japanese may lack capital; the Chinese will supply it; but not before they are convinced that Japanese management is honest as well as efficient. Just now this efficiency elicits native admiration, but the intentions of Japan are as much under suspicion as are any other foreigners. It is for them by careful use of their exceptional opportunities to remove that characteristic mistrust.

Formosa has now an income of 25 million yen and is self-supporting.

Official opposition is still being vigorously directed against the operations of the Peking Syndicate.

The Chinese Government, following Viceroy Yuan's lead, has decided to do away with useless flowers of language in official documents.

Mr. C. G. Wilder, successor to General Bragg as American Consul General for Hongkong, arrived here yesterday by the Siberia. He was accompanied by his wife and two children.

In the week ending May 5th there were 61 cases of plague, 58 of which were fatal. At noon on May 7th, 23 more cases were added, of which twenty were fatal. From January 1st to that date, the total cases numbered 328, fatalities 309.

On Sunday afternoon a small-footed Chinese lady, between fifty and sixty years of age, attempted to alight from a moving tramcar near Western Street, West Point. She fell to the ground, received severe injuries on the face and body, and had to be removed to hospital.

On the top of Feihushan at Port Arthur, surmounting a vast sepulchre where the bones of 20,000 Russians and Japanese lie together is erected a huge obelisk surmounted by a twelve-inch shell.

The P. & T. Times refers to the nearest in the northern provinces and mentions a report that the troops to be reviewed at Weihaiwei across the Chihli border are in reality to organise an attack on foreigners.

We regret to record the death on the 6th inst. at the early age of 34 of Mr. Jelengir Nurojoe Katrak, a well known cotton and yarn broker. The funeral took place yesterday morning, and was largely attended by members of the Parsee and Mahomedan communities.

The Chinese Minister at Washington telegraphs that the American Secretary of Labour has passed the rectified copy of the Chinese Immigration Regulation, but this will not be published till the actual dissolution of the boycotting associations in South and Central China.

The return of visitors to the City Hall Library and Museum for the week ending the 8th May, 1906, shows that of non-Chinese there were 333 to the Library and 137 to the Museum; and of Chinese 154 to the former and 3,144 to the latter. The Library was, therefore, used by 437 persons, and the Museum by 3,231.

A Peking dispatch states that H. E. Vice-Tea Ch'en-hsien, who strenuously opposed the building of the Kowloon-Canton Railway by British capitalists alone, demanding that the line should be constructed jointly by British and Chinese, has been informed by the Waipu that his object has been accomplished and that Board has signed an agreement to that effect with the British Minister in Peking.

The Echo de Chine had information that M. Libert, leader of the Patriot party, M. Beauregard, a Bonapartist, M. Griffon, General Secretary of the Labour Federation, and M. Feuillant, Secretary of the advanced Royalists, were arrested for complicity with anarchoists in rebellion. Several anarchists were also arrested. The garrison at Peking had been reinforced in anticipation of May Day.

Replying to a question in Parliament by Mr. Riddale, the Secretary to the Admiralty states that the fourth armoured cruiser of the 1905-6 programme was not proceeded with as a careful scrutiny of the progress of warship-building in other countries and the existing strength of foreign navies proved it to be unnecessary to proceed with this vessel when the time arrived, late in the year, for giving the orders for the new ships to be laid down.

The Peking Government has issued instructions to the Viceroy of Szechuan to send two brigades of foreign-modelled troops to garrison Lhasa and other important points in Tibet. These two brigades form a part of the new Army that was ordered to be raised in Szechuan province by the Council of Army Reorganisation, in accordance with the grand scheme of that Council in 1903 that each province should have from two to four Army Corps raised and organised after Japanese models.

We have received from Mr. Sorabjee Dhan-jeebhoy Setna, the Hongkong manager for Phirozha B. Petit & Co., a prospectus of the Petit India Commercial Intelligence Bureau, an organisation which hopes to extend Indian trade with all countries. It is affiliated with the Commercial Intelligence Bureau of London, and claims to be in a position to answer almost any practical business question relating to places, persons, firms, laws, prices, conditions, etc. It does not itself trade, and under no pretext receives commission for business introduced.

The Nenfengpao states that in consequence of complaints having been received from the various Foreign Ministers at Peking that the Whangpoo Conservancy operations are not being conducted in accordance with treaty and being unduly delayed, the Waipu has wired to Viceroy Chou Fu to investigate the matter. Viceroy Chou Fu is stated to have wired back to the Waipu that the agreement with the engineer for the conservancy works having now been settled actual operations will commence forthwith, and there will be no delay.

A memorial to the Throne from H. E. Ting Chen-to, Viceroy of Yunnan and Kueichou provinces, to be permitted to establish a mint in the city of Yunnan for the coining of silver dollars and subsidiary money, to take the place of foreign money now being widely circulated in his Viceroyalty on account of the scarcity of Chinese money itself, has been refused by Imperial Rescript, on the joint recommendation of the Board of Revenue and Financial Council. The Viceroy, however, given the option of applying to the Minting Bureau of the Nanyang Administration (Nanking and Canton) to coin for him as many dollars and as much subsidiary money as he wishes.

Mr. Silverstone, local Agent of the Steamship Companies running steamers between San Francisco and Hongkong, announces in our advertisement columns that passengers from the Orient desiring to pass through San Francisco en route to eastern ports in the United States or to Europe, can, without inconvenience, pass through San Francisco, and that accommodations will be provided at the steamers of the Pacific Mail, O. & O. and Toyo Kisen companies until the departure of triads. The companies terminals and railroad connections have suffered no injury whatever from either earthquake or fire, and they are prepared to handle all business, freight and passenger, exactly the same as heretofore.

On Sunday afternoon a small-footed Chinese lady, between fifty and sixty years of age, attempted to alight from a moving tramcar near Western Street, West Point. She fell to the ground, received severe injuries on the face and body, and had to be removed to hospital.

TELEGRAMS.

DAILY PRESS EXCLUSIVE SERVICE.

FIGHTING IN NATAL.

LONDON, May 7th.
Major Mansel's force has been attacked, and in the fight sixty Zulus were killed.

TURKEY IN EGYPT.

LONDON, May 7th.
The British troops and the Navy are concentrating for possible work on the Egyptian frontier.

CLYDE LABOUR TROUBLE.

LONDON, May 7th.
Sixty thousand Clyde shipbuilders have been threatened with a lockout.

RUSSIAN POLITICS.

LONDON, May 7th.
Count de Witte, President of the Council of Ministers, has retired. His colleagues, M. Durinov, Minister of the Interior, and Count Lansdorff, Foreign Minister, have accompanied him. M. Gorenmykin has succeeded to the premiership.

SHANGHAI RACES.

LONDON, May 7th.
The races opened to-day in delightful weather, and there was a record attendance. Results are—

THE SUBSCRIPTION GRIFFIN PLATE.

Three-quarter mile.
Fourmerland (Mr. Johnstone) ... 1
Dis done (Mr. Hayes) ... 2
Bedouin Chief (Mr. Moller) ... 3

TIME—1 min. 35 secs.

THE CRITERION STAKES. One mile.
Celtic (Mr. Cumming) ... 1
Brownberry (Mr. Burkhill) ... 2
Sunblink (Mr. P. Bright) ... 3

TIME—2 mins. 6¹/₂ secs.

THE GRIFFIN'S PLATE. Three quarter mile.
Radium (Mr. Burkhill) ... 1
Willie Work (Mr. Schorr) ... 2
Tipcat (Mr. Zahn) ... 3

TIME—1 min. 32¹/₂ secs.

CATHAY CUP. One mile and a half.
Argante (Mr. Meyerink) ... 1
Cotswold (Mr. Johnstone) ... 2
Cedric (Mr. Cumming) ... 3

TIME—3 min. 20 secs.

JOCKEY CUP. Once round.
Blockade (Mr. Moller) ... 1
Soyeda (Mr. Vida) ... 2
Turbine (Mr. Skinner) ... 3

TIME—2 min. 6¹/₂ secs.

HART LEGACY CUP. Half a mile.
Hokku (Mr. Cumming) ... 1
Nurses (Mr. Vida) ... 2
Gadfly (Mr. Burkhill) ... 3

TIME—50¹/₂ secs.

SHANGHAI GOLD CHALLENGE CUP. One mile and a quarter.

Brockton (Mr. Hayes) ... 1
Coxcomb (Mr. Burkhill) ... 2
Ornament (Mr. Meyerink) ... 3

TIME—2 min. 39 secs.

KIANGSU CUP. One mile and three quarters.
Comanche (Mr. Moller) ... 1
Sphero (Mr. Cumming) ... 2
Czardas (Mr. Cox) ... 3

TIME—3 min. 49¹/₂ secs.

CHIHLI CUP. One mile.
Alpha (Mr. Dalghish) ... 1
Disdone (Mr. Hayes) ... 2
Haakon Seventh (Mr. Burkhill) ... 3

TIME—2 min. 8¹/₂ secs.

GRAND STAND STAKES. One mile.
Egad (Mr. Burkhill) ... 1
Vulcan (Mr. Vida) ... 2
Fourmerland (Mr. Johnstone) ... 3

TIME—1 min. 48¹/₂ secs.

Beyerley wins the Gold Cup outright.

THE PRISON OUTBREAK AT SHANGHAI.

SHANGHAI, May 6th.

Two more of the prisoners who were wounded while attempting an organised escape from the Municipal jail have since died.

REUTER'S SERVICE.

THE ONE THOUSAND GUINEAS.

LONDON, May 5th.

1.—Flair.
2.—Lischa.
3.—Paid up.

THE TURCO-EGYPTIAN BOUNDARY DISPUTE.

LONDON, May 5th.

Great Britain has presented a Note to Turkey, which is virtually an ultimatum, demanding the withdrawal of Turkish troops from Egyptian territory. Telegrams from Cairo confirm the removal of the boundary pillars at Elarisk, and state that a Turkish detachment occupies Egyptian territory; their attitude is menacing.

The ultimatum to Turkey expires in ten days.

Admirals Beresford, Lambton and Bridgeman have arrived simultaneously at Malta. Four cruisers and a flotilla of destroyers are proceeding from Malta to the Piraeus.

THE DUTY ON TEA.

LONDON, May 5th.
The Chancellor of the Exchequer has given instructions to the collector of Customs, which will rectify losses through the change of date of the duty on tea.

THE UNITED STATES.

LONDON, May 5th.
President Roosevelt in a Message to Congress says that investigation has shown the Standard Oil Co. benefited enormously by the secret unlawful methods of the Sugar Trust, and that other great corporations are guilty of the same practices; prosecutions are being considered, but he urges Congress to strengthen the powers of interstate commerce by a commission.

THE TOKYO CELEBRATIONS.

Peking, May 1st.
The Nanchang affair has been settled on the conditions:

(i) China recognises that Magistrate Chang committed suicide.
(ii) Taels 400,000 to be paid as indemnity.
(iii) The guilty gentry are to be punished.
[This refers to the negotiation with the French Minister only.—Ed.]

TOKYO, May 1st.
There was an Imperial banquet at fresco to-day; over 6,000 persons sat down.

Their Majesties will be present to-morrow at the Requiem Mass for those who fall in the war. The men-of-war are assembled near Shingehawa to-day.

FOREIGN TRADERS IN PEKING.

SUPREME COURT.

Monday, May 7th.

IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT).

S.S. "BRAND" v. "KOTOBIRA MARU."

Formal judgment was delivered in the action in which the Court was asked to decide who was to blame for the collision between these vessels off Pedro Blanco. Mr. M. W. Slade, instructed by Mr. E. J. Grist, represented the "Brand," and Mr. E. H. Sharp, K.C., instructed by Mr. John Hastings, appeared for the "Kotobira Maru."

His Lordship said—This was a case of a collision between the Norwegian s.s. "Brand" and the Japanese s.s. "Daini Kotobira Maru" in the China Sea a little to the east of Pedro Blanco in a dense fog. The Japanese ship admitted blame, but contended that the Norwegian ship was also to blame. There was in the case one issue of fact on which the evidence on the two sides was conflicting, or at least not reconcilable. The "Kotobira Maru" was blowing her whistle apparently with regularity, but whether the "Brand" was blowing her whistle in accordance with the regulations was contested. Owing to the view which I take of the law, in which the Assessor concurs, the Court is not called upon to express an opinion on this question. I take the following facts as given by the witnesses for the "Brand". The second mate was most precise. He said he heard the whistle of another vessel which afterwards was ascertained to be the "Kotobira Maru" on the port quarter at 4 a.m.: that he heard it again about every other minute, sometimes more, sometimes less than two minutes, on the port quarter: that by 5 a.m. she was one point before the "Brand's" beam. He then heard it regularly overtaking them: about 5.10 she was three points before the beam; and the last time he heard it she was four points before the beam. This was, he said, about three or four minutes before the collision. Between 5.10 and the collision he could not remember hearing more than one whistle: a few minutes after hearing the last whistle he saw her two and a half points on the port bow. The inference which he drew from this series of whistles was that the vessel was getting further and further ahead on the port side, especially the last two minutes: he thought that she was going safely on as there was nothing to direct attention to her. The last whistle was a bit louder: he thought he observed it because of this. The position of the vessel given by the mate up to what he calls the last whistle coincides with the master's evidence: he said that he heard a whistle after he stopped for sounding three points forward of the beam: that he then ordered the engines to go slow ahead to let the steamship get more ahead and altered his course one point to the south to clear Pedro Blanco. It seems that he had calculated the speed of the other vessel accurately at eight and a half knots: his own speed when the whistles were first heard was six knots. About three minutes before the collision he heard the whistle four points on the port bow: he heard it a little closer, a little louder: he then put the engines at half speed ahead concluding that she was going further ahead. There was a little wind from the south and he thought it was the wind which had brought the sound, that is, made it sound louder. Later on he said the last louder whistle was a little louder than the others: of the same loudness as when the vessel was passing the "Brand". In cross-examination he said that when she was coming up there was a risk of her running into the "Brand", but that the risk ended when she got past the beam: and that he thought she was going right away from him until she was right on him. There was some question as to whether the order "Half speed ahead" was in fact obeyed. It is unnecessary in the view of the Court takes of the case to consider any other fact: the "Kotobira Maru" admits that she was to blame that she violated Article 16 of the Regulations by going eight and a half knots in the fog, which was certainly not a moderate speed as required by the article. The question for the Court was whether the "Brand" was not on the showing of her own officers also to blame. The first point to be decided is how, in the circumstances detailed, the second paragraph of Article 16 is to be applied. Putting the whistles on her quarter on one side the "Brand" heard the fog signal of a vessel forward of the beam. This was the position of all the whistles after the "Kotobira Maru" had passed her beam down to and including the last. Until the position of that vessel had been ascertained it was the duty of the "Brand" to stop her engines; and then, i.e., after stopping her engines, to "navigate with caution until danger of collision is over." Was the position of the "Kotobira Maru" ascertained? The learned counsel for the "Brand" contended that it was, because the whole series of whistles beginning with those on the port quarter showed that the "Kotobira Maru" was on a parallel course, and that as they were heard one, two, three and four points on the "Brand's" bow he had ascertained her position, which was so the master concluded, right ahead continuing the parallel course on to Hongkong. This ignores the fact that the last was a louder whistle. I think as a matter of construction that Article 16 requires that the position of the other vessel should be ascertained at each whistle, and though it is possible that that position may be correctly ascertained to be on a parallel course continued out of hearing by observing a series of goods. Copies of their latest catalogue, which is a book of 1,152 pages profusely illustrated with designs of almost every conceivable class of goods. Copies of the catalogue may be obtained at the Daily Press Office, at 50 cents each, or they will be forwarded by post to any part of China for the same inclusive charge.

the requirements of the Article again, as if the new sound were a first whistle, i.e., she must stop her engines until the position from which it comes is ascertained, and then navigate with caution until the danger of collision which had again arisen is again over. From the point of view of seamanship the Assessor agrees with this interpretation of Article 16; and indeed it would lose its meaning if it were not so. I then put these questions definitely to the Assessor: (1) Was the master of the "Brand" justified in concluding that the extra loudness of the last whistle was due to the wind or from any other cause so as to justify him in not complying with the article? His answer is no. It is indeed impossible to imagine any other answer possible, for it cannot be conceived that a master of a ship should make an error of judgment in such an important matter and not take the consequence if a collision ensues, there being no train of circumstances to excuse him. The case of the "Dordong" would not warrant such a proposition, but practically the opposite. (2) Was it the duty of the Brand on hearing this louder whistle to stop her engines? The Assessor's answer is yes. (3) Ought the master to have assumed from the fact of this louder whistle being heard that there was danger of collision? His answer is yes. (4) Was the order "Half speed ahead" consistent with cautious navigation in the circumstances? The answer is no. (5) Did the "Brand's" engines in fact go at half speed ahead, or did she continue at her speed of four knots? The evidence is not very satisfactory on this point, but the Assessor is of opinion that the speed was in fact increased, though to what extent the evidence does not enable him to say. The Assessor is of opinion further that in the circumstances the order "half speed ahead" was wrong owing to the density of the fog, irrespective of the last and louder whistle. The defence of the "Brand" is that she was an overtaking vessel: that the "Kotobira Maru" was the overtaking vessel, and that she was passed and clear, on the master's assumption, the "Brand" was free to alter her course and speed. Assuming Articles 21 and 24 of the regulations to apply the error of judgment with regard to the last and louder whistle would of itself show that the defence was bad. But, and as to this it is hardly necessary to refer to authorities, the directions of Article 16 are to be complied with in a fog: and they cannot be read together with Articles 21 and 24, for these articles imply that the vessels are moving in their ordinary course and are in sight of one another, whereas Article 16 specifically enjoins stopping and navigating with caution. It was said that the "Kotobira Maru" was in the wrong in suddenly altering her course to the north through an angle of 90 degrees. She was wrong as to her speed, but why was she wrong in this? The reason given by her master was sufficient: He wanted to anchor in Hong Hui Bay during the dense fog. The navigation of the sea is free; there is nothing to prevent a ship taking this course if she so desires, even though she crosses a regular track of steamers, as long as she complies with the regulations. In ordinary weather day or night she must obey the rule of the road. In a fog she must comply with the fog rules. There are no other precautions imposed save good seamanship. Putting all questions on one side as to whether the "Brand" was whistling, the "Kotobira Maru" did whistle and the attraction in the sound of her whistle should have been sufficient warning to any ship coming down the regular track. After the circumstances very slightly and this becomes quite clear. Supposing the "Kotobira Maru" had suddenly discovered Pedro Blanco ahead of her she might have altered her course, as she in fact did, and what other signal could she have given than that of whistling, as she in fact did? The "Kotobira Maru" has admitted herself to blame on account of her excessive speed. The Court, for the reasons above given, is of opinion that the "Brand" is also to blame. Judgment will therefore be entered in the terms of the "Kotobira Maru's" counter claim. The Assessor desires me to add on his behalf that the engineer of the "Brand" was greatly in fault for not reporting to the bridge his inability to carry out the order "half speed ahead" as soon after he received it as possible. He also wishes to point out the immense importance of all ships being supplied with speed tables corresponding to revolutions. In these remarks I concur.

His Lordship—I think judgment in terms of the counter claim express the result of the judgment, the damages to be assessed by the Registrar. I don't think any special order is made.

Mr. Sharp—I think so. I think we are entitled to the judgment which your Lordship has given now. We admitted that the "Kotobira Maru" was partly to blame, and the plaintiff has continued the action for trial for the purpose of proving that the "Kotobira Maru" was solely to blame. The plaintiff is now liable for costs from the time of the date of our admission which is contained in our first pleading in answer.

The point having been argued by counsel,

His Lordship entered that each party were to bear their own costs up to the date of the admission, after that the costs to be "Kotobira Maru's."

Mr. Slade then applied for a stay of execution.

His Lordship gave liberty to apply in chambers.

The famous Chicago firm of "Universal Providers," Messrs. Montgomery, Ward & Co., whose advertisement appears on our 5th page to-day, has forwarded to us a consignment of copies of their latest catalogue, which is a book of 1,152 pages profusely illustrated with designs of almost every conceivable class of goods. Copies of the catalogue may be obtained at the Daily Press Office, at 50 cents each, or they will be forwarded by post to any part of China for the same inclusive charge.

FOREIGN TRADE OF NEWCHWANTAO
IN 1905.

The value of Foreign goods imported from abroad was HK. Tls. 9,000,000, nearly double the value of direct Import trade in any year before. The value of Cotton Goods was HK. Tls. 1,700,000 larger than in 1904, made up mainly as follows: American Piece Goods, HK. Tls. 24,000; Japanese Piece Goods, Handkerchiefs, and Towels, HK. Tls. 80,000; Cotton Blankets, HK. Tls. 70,000; Indian Cotton Yarn, HK. Tls. 68,000; Japanese Cotton Yarn, HK. Tls. 65,000; Flour, HK. Tls. 50,000; Kerosene Oil, HK. Tls. 22,000; of the Sundries showing increases of at least HK. Tls. 100,000, Cigarettes, Matches, Medicines, Paper, Sugars and Timber, etc., to be noted.

The value of the Exports to Foreign countries was HK. Tls. 6,700,000. The great difference between that and the less than HK. Tls. 1,600,000 of the year before is due solely to the removal of the restrictions on shipments abroad imposed while the war lasted. The direct export of Beans went up to 870,000 piculs, as against 330,000 piculs the year before; of Beancakes, to 1,500,000 piculs, as against 260,000 piculs; double the quantity of Bean Oil and four times as much Raw Silk were exported. These four articles made up 77 per cent. of the direct Exports. Even so, the total fell considerably short of that of ordinary years, simply because inland products could not get to the port for shipment.

Re-exports to Foreign countries were insignificant, amounting to less than HK. Tls. 25,000 in value.

The variations in the Foreign population of the port are of interest. In 1893 the number of foreigners was 222, of whom the Japanese were 11, with no Russians; in 1900 the number was 11,554, of whom 35 were Japanese and 1,760 Russians; in 1905 the number was 7,639, of whom 7,408 were Japanese and 1 was Russian.

BRITISH IN SOUTH AFRICA.

REPETITION OF HISTORY.

To show how history repeats itself, a correspondent of the Times writes a letter containing some interesting facts in connection with the British occupation of South Africa. He says:

"About 2,500 years ago it was stated by Thucydides in his History that he had endeavoured to give a view of the events as they did really happen, and as they are very likely, in accordance with human nature, to repeat themselves at some future time—if not exactly the same, yet very similar."

"I am reminded of this by the small extract that you have given in the Times of to-day from your issue of February 28, 1896. It refers to the Cape of Good Hope. Permit me to quote it:

"We have the satisfaction of announcing that this important settlement has once more fallen into our possession. Captain Downman, of his Majesty's ship "Diadem," and Lieut. Col. Baird arrived yesterday with Dispatches from Sir Home Popham and Sir David Baird, the officers to whom the conduct of the expedition against the Cape of Good Hope was confided.

"I now turn to the first part of the Gentleman's Magazine for 1806 and I find this paragraph from 'The Proceedings of the Present Session of Parliament':—

"April 15th.—Lord Gorles asked whether it was the intention of Ministers to procure a vote of thanks to Sir D. Baird and Sir H. Popham for their services at the Cape. As far as I can see, the question was not raised. The Lord Chancellor's answer was that Ministers did not think the capture of the Cape an explicit achievement, as to call it so distinguished a reward as the thanks of Parliament."

"On the 100th anniversary of the publication of your issue of February 28th, 1806, or yesterday, you gave a report of the proceedings in the House of Lords on the 27th ult., in which the following remark of the Lord Chancellor appears—"I must say—I think I should be wanting in respect if I did not say—that in my opinion, in this long series of blunders (in South Africa) there never was a greater blunder than the policy of the noble viscount (Lord Milner) which led to the war."

And last night, in the House of Commons, according to the report which you have published today, the Under-Secretary of State for the Colonies observed that Lord Milner was "a statesman of fine professions" that he "made no charges against his humanity, that he was 'not anxious to be forward in attacking him,' but 'he should not put himself to any undue or excessive exertion to defend him from any attack that might be made upon him.'

"He then proceeded to indulge in what Mr. Wyndham subsequently characterized as 'an unjust and unfounded attack upon Lord Milner' illuminated with 'many copy-book maxims.'

"There is no need to point the moral of the resemblance between Ministers in 1806 and Ministers in 1906."

MR. JOHN BURNS AND FARM COLONIES.

In reply to a question with regard to the proposal of the Lambeth Guardians to establish a farm colony for the reception of the unemployed, Mr. Burns stated that the land which the Guardians proposed to purchase was fifty miles away from Lambeth, and was 575 acres in extent, and would have cost £12,000. In addition large expenditure would have been necessary for administrative and other buildings, and the Guardians would have had no power to retain on the farm men who had been accustomed to town life, and would probably very soon get tired of farm work. Under these circumstances he did not think that there was a sufficient likelihood of success to justify such a large expenditure, and he could not possibly sanction the scheme.

This answer will do justice to dispose of a popular delusion. The fascinating cry, "Back to the land," has so carried away many otherwise level-headed people as to induce them to imagine that it is possible to convert the wastrels of town life into excellent citizens by sending them to work for a few weeks in the country. If social problems could be solved as easily as this we should have no problems left to solve. If the men who now fill our casual wards and workhouses still wanted farm work they would have little difficulty in finding it; for there are few farmers who would not be glad of extra labour. The whole trouble is that men of this type do not want regular work of any kind whatever. They prefer an idle, wandering life, even though it entails conditions which most people would regard as seriously disagreeable. If they are to be made to work at all, they must be placed under some form of compulsory discipline, as recommended by the Royal Commission on Vagrancy. When the powers necessary for this purpose have been granted by Parliament, then there will be a possibility of establishing rural colonies with real advantage to the nation. Till that time, however, money spent on buying farms in the hope that the wastrels will go there is money thrown away.

The point having been argued by counsel,

His Lordship entered that each party were to bear their own costs up to the date of the admission, after that the costs to be "Kotobira Maru's."

Mr. Slade then applied for a stay of execution.

His Lordship gave liberty to apply in chambers.

THE RISE OF CHINWANTAO.

Mr. Thomas Ferguson, Acting Commissioner of Customs at Canton, reports of Chinwanton: Our "winter jetty" has been an interesting place to watch during the course of the past year and its season 1905-1906, which, for the sake of completeness, will be reviewed as a whole up to date of writing this Report. Many conflicting "bursts" and subsequent retractions have had their periodically varying effects upon the outlook of the port, which have nullified some expectations, raised others in unexpected quarters, and generally rendered every attempt at prognostication useless and risky. The flame which was to have at Chinwanton going as a "house on fire"—emigration—has dwindled down into a mere flicker of doubtful viability; on the other hand, the port has most decidedly progressed, so that the Chinwanton of to-day is quite a different place—though not so much altered in appearance—from what it was two years ago. If we wish to trace the real causes of this development, it is likely that the first impetus will be found in the Chinese Engineering and Mining Company's decision to extend the use of its wharves to shipping other than its own, and a prompt move on the part of the Customs administration (started by Mr. Commissioner Detring) to arrange all that was necessary, *vis-à-vis* the Central Government and the many Chinese officials concerned, for the introduction of a fiscal system which could be made to fit and accommodate on favourable lines any kind of trade which might spring up in consequence. Various new branches of trade did gradually spring up, and the new fiscal system duly found its field of application, as shown by the Revenue tables, where a collection of HK. Tls. 250,000 is recorded for 1905, as against HK. Tls. 46,000 in 1902. The shipping has not altered so much in quantity as in quality, i.e., a change from mere colliers and mail carriers, with a few desperate travellers, to regular cargo liners, with a steady stream of luxuriously accommodated passenger traffic. The port season has, however, revealed one thing, viz., that Chinwanton is not always an ice-free port. Owing to an unusually severe winter and the absence of strong northerly winds, which are to a great extent relied upon to clear the coast of drift ice, much trouble has been experienced by a master in making the wharves, as much as two days having sometimes been spent in fanning the packs and forcing a passage. Still, this has always been possible, and if it can be done by an ordinary coasting steamer, it seems that a small ice-breaker or good-sized tug fitted up with special protections for cramming the ice under the forecast can always make sure of keeping a passage open throughout the worst season likely to occur. The trade of Chinwanton presents four quite distinct and characteristic features: (a) a more or less outlet, which was the original conception of the port; (b) a winter jetty for Tientsin, originally for mails and gradually for cargo in steadily increasing quantities; (c) a distributor of Imports on its own account in its own neighbourhood; and (d) a port of transhipment from steamer to railway and vice versa of extra-mural trade, i.e., trade passing by Shanghai to and from any place in the direction of Newchwang and beyond. The first characteristic is rapidly losing in importance by comparison especially since the output of the Kaiting collieries does not show any tendency to increase. As a winter jetty for Tientsin, Chinwanton is steadily gaining the larger towns in the neighbourhood (Yang-ping-fu, Lian-cho, Feng-jen, Ching-hi, Fu-ning, Shantung-wan), has sprung up lately, which continues throughout the year. The fourth is again a winter function, viz., the mediation of trade of Lai-tung and Manchuria during the close season at Newchwang, which is clearly a matter of the greatest importance for all concerned. This branch of the trade was what principally necessitated the special Customs arrangements referred to above, which, after two seasons of trial, have been found to be satisfactory in working and capable of fostering the trade, especially towards the close of the 1905-06 season, when it assumed considerable proportions, large quantities of Nankeens, Silk Piece Goods, Cigarettes, and other goods having passed through with north-eastern destinations. It now remains for those who control the wharves and railways concerned to do their part in encouraging these very important developments. It may be finally remarked that the China Navigation Company has in an enterprising manner decided to be on the field for any development at hand, and has at the time of writing this already secured a fair portion of import freight at Chinwanton.

THE FUTURE OF EXETER HALL.

THE FAIRY-TALES OF SCIENCE.

An ingenious Viennese has, says the Vienna correspondent of a contemporary, invented an extraordinary contrivance, now on view at the Automobile Show in the Austrian capital. This apparatus, called the Kartograph, enables the motorist to know exactly where he is and whether he is going, either by day or night. It consists of a map of the route to be taken, printed on a hand of paper, which with full particulars as to points of interest on the road, unrolls itself automatically by connection with the wheel of the car. The Kartograph even has indentations in the paper at points where there are sharp corners or any other reasons for special caution, which indentations catch a lever which rings an electric bell to warn the motorist. Likewise the invention records speed with perfect accuracy. Really the poor pedestrian may well feel envious of the booms which science lavishes upon those who can afford to motor.

"To him that hath shall be given." But when will science do as much for Shank's mare? There is no kartograph to warn that quadruped (or biped) of the p-ril which lies before him by ringing an electric bell when a road-hog is charging down upon him at forty miles an hour. When will benevolent science give a thought to those who cannot ride on the wings of the stormy petrel?—*Daily Graphic*.

THE LATEST STEAMER MOVEMENTS.

The M.M. str. *Satellite*, with the next French mail left Singapore on the 7th inst., at 4 p.m. for this port via Saigon.

The C.P.R. str. *Zaenaze* arrived at Vancouver at 2.30 a.m. on Sunday, the 8th inst.

The C.P.R. str. *Montezuma* arrived at Shanghai at 10.30 a.m. on Saturday, the 5th inst., and left again at 7 p.m. same day for Nagasaki, where she was due to arrive at 7 a.m. on Monday, the 7th inst.

The P.M. str. *Mongolia* sailed from San Francisco on the 2nd inst., and the China sailed on the 5th inst.

The str. *Hyscon* and *Glaucus* left Singapore on the 5th inst., a.m., and should arrive here on the 9th inst., p.m.

The str. *Tydens* left Singapore on the 3rd inst., p.m., and should arrive here on the 10th inst.

The N.Y.K. str. *Ace Maru* (European Line) left Kobe via Moji and Shanghai for this port on the 6th inst., and is due here on the 14th inst. from her uneventful position.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscription which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the SEASON will be held at the HAPPY VALLEY, on SATURDAY, the 12th inst., commencing at 3.30 p.m.

The charge of Admission will be \$1.00 for other than Members of the Hongkong Jockey or Gymkhana Clubs.

The COMMITTEE invite the Ladies of Hongkong to be present.

Post Entries will be accepted for events Nos. 2 and 4.

C. G. MACKIE,
Hon. Secretary.

Hongkong, 3rd May, 1906. 1032

SHANGHAI MUNICIPAL NOTIFICATION.

VICTORIA NURSING HOME.

THERE are VACANCIES for TWO PROBATIONERS at the Home, who will be required to devote themselves, during a period of training of one year, to the attainment of a knowledge of NURSING.

Particulars may be obtained from, and applications should be made in writing to, the HEALTH OFFICER, 1, Honan Road, Shanghai.

By Order,

W. E. LEVESON,
Secretary,

Council Room,
Shanghai, 1st May, 1906. 1033

PACIFIC MAIL STEAMSHIP CO.

OCCIDENTAL & ORIENTAL STEAMSHIP CO..

TOYO KISEN KAISHA.

SAN FRANCISCO EARTHQUAKE.

PASSENGERS desiring to pass through SAN FRANCISCO are hereby informed that our Railways, connecting and terminals have suffered NO INJURY whatever, from Earthquake or Fire.

We are prepared to handle all traffic with the same facility and despatch as in the past.

Passengers will be furnished accommodation on our Steamers until the departure of Trains.

Every care and attention will be bestowed on the travelling public by the officials of these Companies, affording an opportunity to witness the City of San Francisco in its present state.

S. SILVERSTONE,
Agent.

Hongkong, 3rd May, 1906. 1034

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,

TO-DAY (TUESDAY),
the 3rd May, 1906, at 11 A.M., at their

SALES ROOMS, No. 8, Des Voeux Road
(Corner of Ice House Street),

SUNDAY HOUSEHOLD FURNITURE,

Comprising—

DOUBLE IRON BEDSTEADS with MATTRESSES, WARDROBES with BEVELLED GLASS, S-BOARD, HAT-STAND, PLUSH-COVERED DRAWING ROOM SUITE, OFFICE CHAIRS, OVERMANTEL PICTURES, LAMPS, CROCKERY and GLASSWARE &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 3rd May, 1906. 1035

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zetland Street,

On FRIDAY,

the 11th May, 1906, at 2.30 P.M.,

A Quantity of FURNITURE,

Comprising—

WARDROBES (Bevelled Glass) DRESSING TABLES, WASHTANDS, BEDSTEADS, ICE-BOXES, CARPETS, OVERMANTELS, FILTER, CHAIRS, SITTING ROOM SUITE, TABLES, SHANGHAI TUB, OFFICE DESKS, COPYING PRESS and Miscellaneous Goods

TERMS:—As usual.

E. KIENE,
Auctioneer.

Hongkong, 3rd May, 1906. 1036

NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO, LABAD, DATU, LABUAN, JOLO, ZAMBOANGA and MENADO.

THE Steamship

"BORNEO"

Captain F. Sembil (ready to load on FRIDAY, the 11th instant), will leave on SATURDAY, the 12th instant, at Noon.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co., Agents.

Hongkong, 7th May, 1906. 1012

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Chartered Steamship

"FILIPPO ARELLI," having arrived, Consignees of Cargo are hereby informed that the Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the undersigned before NOON, on the 12th May, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th May will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 7th May, 1906. 1035

NEW ADVERTISEMENTS
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR," Captain S. H. Bolson, will be despatched for the above Ports on SATURDAY, the 12th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASOON & Co., Ltd., Agents.

Hongkong, 7th May, 1906. 1023

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE," Captain Aillaud, will be despatched for the above Ports on or about MONDAY, 14th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 8th May, 1906. 1024

NAVIGAZIONE GENERALE ITALIANA

(Florio and Robt. Italian Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claim will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant will be subject to rent.

CARLOWITZ & Co., Agents.

Hongkong, 7th May, 1906. 1019

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary given before Tuesday, 8th instant, at 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Monday, 14th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 14th instant.

All Claims must reach me before Saturday, 19th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co., Agents.

Hongkong, 7th May, 1906. 1026

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary given before Tuesday, 8th instant, at 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Monday, 14th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 14th instant.

All Claims must reach me before Saturday, 19th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co., Agents.

Hongkong, 7th May, 1906. 1026

NOTICE TO CONSIGNEES.

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INTIMATIONS.

WANTED.

A YOUNG CLERK must be a Quick Writer and Typist.
Apply to ROBINSON PIANO CO.,
Hongkong, 3rd May, 1906. [1005]

DOCTOR WANTED.

TO act as SURGEON on an Emigrant Steamer.
For Particulars, apply to BUTTERFIELD & SWIRE,
Hongkong, 23rd April, 1906. [945]

STAMPS.

WANTED for CASH or EXCHANGE,
KING'S HEAD STAMPS of Straits,
Hongkong and Ceylon. Buying rates on
application. GEO. E. ANTHONISZ, "Sea
Spray," Colombo, Ceylon.
Colombo, 14th April, 1906. [992]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.
W.M. PARLIANE, Manager,
Hongkong, 18th November, 1905. [147]

REUNIART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO.

Sole Agents

Hongkong, 17th May, 1906. [122]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPAULIN, KARBERG & CO. 851 Sole Agents

A. LING & CO., FURNITURE STORE PLATED GLASS AND CROCKERY WARE, &c. &c.; and POOCHOW LAQUERED WARE, 68, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1905. [902]

DR. M. H. CHAUN,

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.
37, DES VŒUX ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 4th September, 1905. [553]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [688]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
WITH CHAMBER for 10 CARTRIDGE FIRING 10 SHOTS in 2 SECONDS.
ELEMSSEN & CO.
Hongkong, 3rd October, 1905. [45]



MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices, Al, ABCD 5th Ed., Western Union Codes used.
All Letters Addressed:

MANAGER MITSU BISHI CO., with name of place under.
BRANCH OFFICES,
NAGASAKI, MOJI, KOBE, KARATSU,
SHANGHAI, HONGKONG and HANKOW.

AGENCIES—
YOKOHAMA: M. ASADA, Esq.
CHINKING: MUNIN, GRANING & CO.
MANILA: MESSRS. MACDONALD & CO.

SOLE PROPRIETORS of Takashima, Oshi, Shinmei, Namizutsu and Kami-Yamada Colliery, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Iwaten Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, Pedder Street. [583]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENNWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1905. [673]

FIRST-CLASS BOARD & RESIDENCE AT
"BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large airy and well furnished bedrooms, every home comfort. Fine view of the Harbour; Terms moderate.
Apply to Mr. F. W. WATTS.
"Braeside," 29, Macdonnell Road (late of "Tang Yuen").
Hongkong, 27th June, 1905. [43]

BOARD AND RESIDENCE

ONE LARGE FRONT BEDROOM with Board for one or two Gentlemen.
Apply to NO. 2, KNUTSFORD TERRACE, Kowloon.
Hongkong, 23rd March, 1906. [704]

PUBLIC COMPANIES.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Offices of the Company in ALEXANDRA BUILDINGS, on SATURDAY, the 12th inst., at 11.30 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1905.

The REGISTER of SHARES will be CLOSED from WEDNESDAY, the 9th inst., to TUESDAY, the 15th inst., both days inclusive, during which period no Transfer of Shares will be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st May, 1906. [1003]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Offices, St. GEORGE'S BUILDING, on SATURDAY, the 12th May, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 29th February, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 28th April to 12th May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th April, 1906. [256]

THE YANGTSE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of TWENTY-FIVE PER CENT, being FIFTEEN DOLLARS per Share, on the Paid-Up Capital of the above Association, has been declared payable, in Taels at Exchange 73, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, or the HONGKONG and SHANGHAI BANKING CORPORATION, Shanghai, on and after this date, to shareholders of Record on the 29th April, 1906.

By Order of the Board of Directors,
F. A. CUMMING,
Acting Secretary.

Shanghai, 19th April, 1906. [562]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A N INTERIM DIVIDEND of 1/- per Share free of tax for account of the Twelve months ending last February, has been declared by the Directors of the above Company. Coupon No. 6 is payable immediately at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the RUSSO-CHINESE BANK, at Tientsin and Shanghai.

SHEWAN, TOME'S & CO., Agents.

Hongkong, 1st May, 1906. [1009]

FOR SALE

FOR SALE, OR TO LET.

AT THE PEAK.

A N ELEVEN-ROOMED HOUSE, with Dressing, Drying and Bathrooms; distance thirty minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For further particulars apply to the Company.

Hongkong, 25th April, 1905. [125]

FOR SALE OR TO LET.

AT THE PEAK.

A N ELEVEN-ROOMED HOUSE, with Dressing, Drying and Bathrooms; distance thirty minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For particulars and terms, apply to—

SHEWAN, TOME'S & CO., Agents.

Hongkong, 1st March, 1905. [571]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Commission Agents.

35 & 37, Hing Loong Street (1st Street, West of Central Market), Telephone No. 543.

PHOTOGRAPHIC.

M. MUMEYA, JAPANESE ARTIST.

Bromide and Crayon Enlargements and also colouring Photos and relief Photos.

Views of China and Manila. Work done for Amateurs. No. 8A, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

STOREKEEPERS.

KWONG SANG & CO.

Shipchandlers, Sailmakers, Provisioners,

Cotton Merchants, Hardware, Engineers

Toys, Metal, Iron and Steel Merchants

57 & 58 & 59, Connaught Road, New Praya Central.

MARTIN'S APIOL & STEEL PILLS for Ladies.

For Ladies Remedy for all Irritations, Throats, Coughs, &c.

Ladies keep a bottle of the Syrup & take 10 drops every hour.

Take a few drops of the Syrup & a few drops of the Oil.

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Take a few

SHIPPING.

ARRIVALS.

APEKNADE, German str., 611, Gantard, 7th May—Pakhoi 5th May and Heilow 6th General—Jensen & Co.
ATLANTIC, American str., 961, J. Garcia, 6th May—Tinlo 1st May, Sugar. Order
CLAN, British str., 2240, Bransford, 6th May—Sumatra 27th April, Oil—Arnold, Karb & Co.
CLARA JENSEN, German str., 1,143, J. Jensen, 7th May—Baotuk 30th April, Rice—Jensen & Co.
CRANLEY, British str., 2,933, W. E. Steele, 7th May—Chingwanluo and Chefoo 2nd May, General and Coal—Order.
FUME, German str., 838, R. Wagner, 6th May—Wakamatsu 30th April, Coal—Sander, Wieser & Co.
GLENALLIACH, British str., 1,440, G. Kinghorn, 7th May—Singapore 1st May, General—Chinese.
HUE, French str., 705, Godinan, 7th May—Haiphong and Kwangchau 8th May, Pigs and General—A. R. Mart.
ISCHIA, Italian str., 2,874, Giuseppe Doder, 6th May—Bombay via Singapore 17th April, General—Carleir & Co.
JACOB DIEDERICHSSEN, German str., 623, D. Hink, 7th May—Haiphong and H. ihow 5th May, General—Jensen & Co.
KALAN, British str., 1,142, Lewis, 6th May—Amoy 4th May, Ballast—Butterfield & Swire
MADELEINE RICKMERS, German str., 1,030, S. Simoesen, 7th May—Bangkok 27th April, Rice—Butterfield & Swire.
RICHMOND, British str., 2,058, F. T. Nicolla, 6th May—Saigon 2nd May, Rice—Japanese.
RUB, British str., 1,611, R. W. Almond, 7th May—Manila 5th May, General—Shewan, Tomes & Co.
SIBERIA, American str., 5,655, A. Zeebler, 7th May—San Francisco 7th April and Yokohama 26th April, Mails and General—P. M. S. S. Co.
TVR, Norwegian str., 1,413, O. Nilsen, 6th May—Moji 30th April, Coal—Asgard, Thorson & Co.
WILLEHED, German str., 3,012, Ch. Obsener, 7th May—Sydney and Manila 4th May, Flour and Lead—Melchers & Co.
YUNENSANG, British str., 1,281, T. Mooney, 7th May—Manila 4th May, General—Jardine, Matheson & Co.
ZORASTER, British str., 2,183, John Evans, 7th May—Christmas Island 28th April, General—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
May 7th.
Filippo Artelli, Austrian str., for Singapore.
Fiume, German str., for Canton.
Zaide, British str., for Amoy.

DEPARTURES.

May 7th.
CLAN, British str., for Bulacan.
KALAN, British str., for Canton.
KWANGEE, Chinese str., for Canton,
TJILATJAP, Dutch str., for Shanghai.

SHIPPING REPORTS.

The British str. *Olenfalk* reports: Light N.E. winds throughout.

The British str. *Glenallach* reports: Light winds and dense fog.

VESSELS PASSED ANJER.

April 16, German str. *Ofenbach*, Schutt, Jan. 25, from Hamburg via Australia for Batavia.

April 17, Amer. 4-m. bge. *Wm. P. Frye*, Sewall, Dec. 1, from Norfolk for Cavite.

April 17, British str. *Idalander*, Paddle, April 15, from Singapore for Christmas Island.

April 17, Dutch str. *Gede*, Uedema, April 18, from Batavia for Rotterdam.

April 19, British str. *Hymettus*, McDonald, April 17, from Singapore for Fremantle.

April 19, Dutch str. *Madura*, Ijssenot, March 11, from Amsterdam for Batavia.

April 21, Dutch str. *Luzon*, Huzeland, March 2, from Amsterdam for Batavia.

April 21, Norw. bge. *Norden*, Wichart, Feb. 26, from Delagoa for Anjor.

April 21, Italian str. *Sant' Anna*, Trapani, Dec. 27, from Amsterdam for Batavia.

April 21, German str. *Schwarzen*, Krafft, March 9, from Bremerhaven for Batavia.

April 23, Dutch str. *Salvo*, Engelman, March 17, from Rotterdam for Batavia.

April 24, German str. *Apollon*, Orgel, April 24, from Batavia for Amsterdam.

VESSELS IN DOCK.

May 7th.
ABERDEEN DOCKS.—U.S.S. *BARRY*, U.S.S. *Rainbridge*, *Broad*, *Longquo*, *Alto*, *Stingkian*, *Lin Tai*, *Anirul de Beaumont*, *Haiphong*, *Resoume*.
EUROPEAN DOCK.—Heim.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAIMUN," Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 8th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO., General Managers.

Hongkong, 5th May, 1906. [1021]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.

THE Steamship

"EASTERN," Captain Powell, will be despatched as above TO-DAY, the 8th inst., at 11 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th May, 1906. [1022]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on

sale daily at Mr. H. RUTTENBERG'S

KOWLOON STORE, No. 33, Elgin Road

and Mr. AH YAU'S FERRY WHARF

STALL.

Hongkong, 22nd December, 1905.

SHIPPING.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION VESSEL'S NAMES PLATE & BLDG. BERTH CAPTAIN FOR FREIGHT APPLY TO TO BE DESPATCHED

LONDON & ANTWERP... BENVENUTO ... Brit. str. ... — Krobie ... GIBB, LIVINGSTON & CO. ... On 12th inst.

LONDON & ANTWERP... MANILA ... Brit. str. ... — A.W. Anderson, R.N.R. ... P. & O. S. N. Co. ... About 9th inst.

LONDON & ANTWERP... FLINTSHIRE ... Brit. str. ... — SHAWN, TOMES & CO. ... About 15th inst.

LONDON & ANTWERP... BRILLERPHON ... Brit. str. ... — BUTTERFIELD & SWIRE ... To-day.

LONDON & ANTWERP... MOYUNE ... Brit. str. ... — BUTTERFIELD & SWIRE ... On 22d inst.

LONDON & ANTWERP... JASON ... Brit. str. ... — BUTTERFIELD & SWIRE ... On 5th June.

LONDON & ANTWERP... DEGICALON ... Brit. str. ... — BUTTERFIELD & SWIRE ... On 16th June.

POLYNESIA ... MELBOURNE MARITIMES ... Brit. str. ... — MESSAGERIES MARITIMES ... On 15th inst. at 1 P.M.

MARSHALLS, R.C., VIA PORTS OF CAL... BROO ... Brit. str. ... — SHEWAN, TOMES & CO. ... About 10th inst.

MARSHALLS, LONDON & ANTWERP... MARSHALLS & HAMBURG ... Brit. str. ... — GIBB, LIVINGSTON & CO. ... About 15th inst.

MARSHALLS, HAMBURG & HAMBURG ... Brit. str. ... — HAMBURG-AMERICA LINE ... On 1st June.

MARSHALLS, HAMBURG & HAMBURG ... Brit. str. ... — HAMBURG-AMERICA LINE ... On 1st June.

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OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"TYDEUS"	On 9th May.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 10th May.
GLASGOW and LIVERPOOL	"RHIPHEUS"	On 17th May.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 23rd May.
GLASGOW and LIVERPOOL	"AJAX"	On 31st May.
GLASGOW and LIVERPOOL	"MEMNON"	On 7th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 7th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"BELLEROPHON"	On 8th May.
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"MOYUNE"	On 22nd May.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 19th June.
GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 20th June.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA
EASTWARD.

FOR	STEAMERS	TO SAIL
PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"TYDEUS"	On 16th May.
HAMA	"STENTOR"	On 10th June.
TACOMA, SEATTLE, VICTORIA, & PACIFIC COAST	"YANGTSZE"	On 25th May.
	"KEEMUN"	On 16th June.

WESTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"TYDEUS"	On 16th May.
HAMA	"STENTOR"	On 10th June.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th April, 1906.

[9-10]

STEAMERS TO SAIL

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES

1906

SACHSEN

PRINZ HEINRICH

ROON

PREUSSEN

ZIETEN

GNEISENAU

BAYERN

PRINZ REGENT LUITPOLD

PRINZ EITEL FRIEDRICH

Sachsen

WEDNESDAY

W

POST OFFICE NOTICES.

The Room, with the German mail of the 10th April, left Singapore on Friday, the 4th instant, at 6 p.m., and may be expected here to-morrow.

The America Maru, with the American mail, left Yokohama on Saturday, the 5th inst., and may be expected here on or about Wednesday, the 10th instant.

MAILS WILL CLOSE

FOR	PER	DATE
Moji, Yokohama and Kobe		Tuesday, 8th, 9.00 A.M.
Swtow, Amoy and Foochow		Tuesday, 8th, 9.00 A.M.
Callao		Tuesday, 8th, 11.00 A.M.
Macao		Tuesday, 8th, 1.15 P.M.
Singapore, Penang and Calcutta		Tuesday, 8th, 2.00 P.M.
Manila		Tuesday, 8th, 2.00 P.M.
Amoy		Tuesday, 8th, 3.00 P.M.
Haiphong		Tuesday, 8th, 3.00 P.M.
Hoihow		Tuesday, 8th, 3.00 P.M.
Pakhoi		Tuesday, 8th, 3.00 P.M.
Swtow and Bangkok		Tuesday, 8th, 3.00 P.M.
Yokohama and Kobe		Tuesday, 8th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)
supplementary mail on board up to the time fixed for departure of the mail
Extra Postage 10 cents.)

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao
Swtow and Shanghai
Tsingtau and Chefoo
Singapore, Penang and Bombay
Macao
Shanghai
Bangkok

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail
Extra Postage 10 cents.)

Macao
Shanghai
Manila
Shanghai
Kudat and Sandakan
Macao
Singapore, Penang and Calcutta
Chefoo and Tientsin

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

TO-DAY.

Sale, Furniture, &c., Sales Rooms, Mr. F. Kiene, 11 a.m.
Sale, Sundry Household Furniture, Sales Rooms, Messrs. Hughes and Hough, 11 a.m.
The Great Thurston, World's Master Magician, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.—May 7th
Telegraphic Transfer 211
Bank Bills, on demand 211
Bank Bills, at 30 days' sight 211
Bank Bills, at 4 months' sight 211
Credit, at 4 months' sight 211
Documentary Bills, 4 months' sight 211

ON PARIS.—
Bank Bills, on demand 264
Credit, at 4 months' sight 268

ON GERMANY.— 215
On demand 215

ON NEW YORK.—
Bank Bills, on demand 50
Credit, 60 days' sight 51

ON ROMANIA.—
Telegraphic Transfer 1561

Bank, on demand 1571

ON CALCUTTA.—
Telegraphic Transfer 1562

Bank, on demand 1571

ON SHANGHAI.—
Bank, at sight 712

Private, 30 days' sight 724

ON YOKOHAMA.—On demand 1024

ON MANILA.—On demand 1024

ON SINGAPORE.—On demand 12.00 p.m.

ON BATAVIA.—On demand 12.00 p.m.

ON HAIPHONG.—On demand 3 p.m.

ON SAIGON.—On demand 2.30 p.m.

ON BANGKOK.—On demand 61

SOVEREIGN, Bank's Buying Rate 9.50

G LO LEAF, 100 fine, per ton 50.20

BAR SILVER, per oz. 30.2

OPIUM.

May 7th

Quotations are—Allowances net to 1 catty,
Malwa New \$50 to — per pound
Malwa Old \$100 to — " "
Malwa Older \$105 to — "
Malwa V. Old \$110 to — "
Persian India quality \$90 to — "
Persian extra fine \$85 to — "
Patna New \$87 to — per chaste
Patna Old \$85 to — "
Bengal New \$80 to — "

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. Roon left Singapore on Friday, the 4th inst., at 6 p.m., and may be expected here on or about Wednesday, the 9th inst., at 6 a.m.

THE AMERICAN MAIL.
The T.K.K. str. America Maru is expected to sail from Yokohama on the 6th inst., and is expected to arrive at this port on the 15th inst.

The P.M. str. Mongolia sailed from San Francisco on the 2nd inst., and the China sailed on the 5th inst.

THE FRENCH MAIL.
The M. str. Saigon left Singapore on the 7th inst., at 4 p.m., for this port via Saigon.

JOINT STOCK SHARES.

Hongkong, May 7th

COMPANY.	PAID UP.	QUOTATIONS.
Allambara	\$200	\$100.
Banks—		
Hongkong & Sh'hai	\$125	\$800, sellers London, 100.
National B. of China	\$5	\$24, buyers
A. Shaves	\$5	\$24, buyers
Bell's Asbestos E. A.	12.64	\$74, buyers
Cheung Kong		
China-Borneo Co.	\$12	\$7, sales
China Light & P. Co.	\$10	\$10, sales
China Provident	\$10	\$9, sales
Cotton Mills		
Ewe	Fls. 50	Fls. 75.
Hongkong	Fls. 10	\$10, sellers
International	Fls. 75	Fls. 67.
Liau Kung Mow	Fls. 100	Fls. 75.
Soychee	Fls. 500	Fls. 300.
Dairy Farm	\$6	\$16.
Docks and Wharves		
Farnham, B. & Co.	Fls. 100	Fls. 110.
H. & K. Wharf & C.	\$50	\$100, sellers
H. & W. Dock	\$50	\$100, sellers
New Amy Dock	\$63	\$17, buyers
S'hai & H. Wharf	Fls. 100	Fls. 22.5.
Fenwick & Co., Geo.	\$25	\$22, sellers
G. Island Cement	\$10	\$20, sellers
Hongkong & C. Gas	\$10	\$175, buyers
Hongkong Electric	\$10	\$17, sellers
Do. New	\$10	\$10, sales & sel.
H. H. L. Trauways	\$100	\$23, buyers
Hongkong Hotel Co.	\$50	\$132, sales
Hongkong Ho Co.	\$25	\$23, buyers
Hongkong S. Waterboat	\$10	\$10, sellers
Insurance—		
Canal	\$50	\$355, buyers
China Fire	\$20	\$80, sellers
China Traders	\$25	\$100, sellers
Hongkong Fire	\$25	\$100, sellers
New China	\$25	Fls. 57, x. d.
Union	\$100	\$775, x. d., buyers
Yangtze	\$10	\$175.
Land and Building—		
Hongkong Land	\$100	\$110, buyers
Humphrey's Estate	\$10	\$114, buyers
Kowloon Land & Is.	\$90	\$59.
Shanghai Land	Fls. 100	Fls. 110.
West Point Building	\$50	\$68, sales
Mining—		
Charbonnages	Fls. 250	Fls. 490.
Rauba	Fls. 10	\$3.
Philippine Co.	10	\$54.
Refineries—		
China Sugar	\$100	\$175, sellers
Luzon Sugar	\$100	\$25.
Steamship Companies—		
China and Manilla	\$25	\$19.
Double Steamship	\$50	\$40, sellers & buy.
H. & C. & M.	\$15	\$25, sellers
Indo-China S.N. Co.	\$10	\$92, sellers
Steam Transport Co.	\$1	\$77, - miles a
Star Ferry	\$10	\$92, - miles a
Do. New	\$10	\$28, - miles a
Shanghai H. & Dying	\$50	\$50.
South China M. Post	\$20	\$20, sellers
Steam Laundry Co.	\$5	\$6.
Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$52.
Powell & Co., Win.	\$10	\$104, sales & sel.
Watkins	\$10	\$56, sellers
Watson & Co., A. S.	\$10	\$184, Yes & buy.
United Asbestos	\$4	\$9.
Do. Founders	\$10	\$190.

THE CANADIAN MAIL.

The C.P.R. str. Empress of China left Vancouver on Monday, the 30th April, p.m., for Hongkong via the usual ports of call.

MR. CHIEF STEAMER.

The A. L. str. Gaekuar left Singapore for this port on the 2nd inst., and is expected here on or about the 8th inst.

The Indo-China str. Laiseng, from Calcutta and the Straits, left Singapore for this port on the 3rd inst., at 1 p.m.

The H. A. L. str. Andalusia, from Hamburg, left Singapore for this port on the 4th instant, at 4 p.m., and may be expected here on or about the 10th inst.

The str. Aragonia sailed from Astoria on the 29th April, and is due to arrive at this port on the 27th inst.

The Boston Steamship Co.'s str. Tremont left Kobe on the 2nd inst. for Hongkong via usual ports.

The str. Lothian sailed from New York on the 21st inst. for China and Japan.

STEAMERS PASSED THE CANAL.

April 10th—Andalusia, 17th—Bellomond,

Glacis, Hypon, Roon, St. Evert, Schuykill,

Voronej, Nithsdale, Tinkow, Aberlaur, 20th—

Peshawar, Rhypes, Sodzic, Helipoulo, Actio,

Kier, Ras Bera, 24th—Tilencik, Kich, 27th—

Alcina, Formosa, Idomenes, Tankin, Mayat

—Anuria, Patna, Peleus, Perseus,

Suzonia, Telmacius, Benares, 4th—Bentophil,

Ajor, Oceanus, Verona, Silesia (Ger.), Piras

Regent, Lutipold, Iyo Maru, Rhenanus.

ARRIVALS AT HOME.

May 4th—Austria, Baralong, Bayern.

PASSENGERS.

ARRIVED.

Per Yunnan, from Manila, Miss McCormick,

Miss Plummer, Mr. Wylie and Mr. Culbert,

Per Siberia, from San Francisco, Co., Miss

May Ashley, Mr. W. L. Bernard, Mrs. O. W.

Hump, Miss E. L. Bump, Mr. S. Yasuda, Miss

E. Koffman, Miss S. Koffman, Mr. G. D.

Edwards, Miss A. A. Sullivan, Miss O'Farrell,

Mr. A. C. Cochran, Miss J. C. Cochran, Messrs.

F. Brinckhoff, Henry Curtis, A. S. Emery, Mr.

J. H. Fitzpatrick, Mr. and Mrs. E. R. Frishay

and infant, Messrs. Res Hanna, Harry Hammer,

Mr. and Mrs. F. C. Herrick, Miss Ethel Her-

ricks, Miss G. King, Capt. Gee, D. Long, Dr.

Eugene May, Mrs. F. P. Paddock, E. B.